

3.0 PREVIOUSLY SURVEYED  
ARCHITECTURAL RESOURCES  
IN PROJECT STUDY AREA

### **3.0 PREVIOUSLY SURVEYED ARCHITECTURAL RESOURCES IN PROJECT STUDY AREA**

There are a total of 12 previously surveyed historic architectural resources within the project APE; and three of these have been demolished since they were originally surveyed. All of these resources are shown in Appendix A. There are several other resources (i.e., the two historic districts; see below) that are in the general vicinity, but not in the historic resources study area for this project. These are mentioned briefly herein as background information (Appendix A). Photocopies of the CRS forms for resources within the project study area may be found in Appendix B.

Two potential historic districts, the Harrington Historic District (K-6973) and the Clark Street Historic District (K-6974), had previously been identified in the project area (Appendix A). Volunteers from the Greater Harrington Historical Society completed most of the survey forms for these districts in 1979; staff from the DESHPO also conducted surveys in the Harrington area using CRS forms in the early 1980s. Copies of the previously completed CRS forms that are in the project study area may be found in Appendix B. Although the potential Harrington and Clark Street Historic Districts are within the project area, they were not being re-evaluated for this project; consequently, full CRS forms for the districts were not photocopied from the DESHPO office for this project.

A DESHPO Memorandum from February 22, 1989, pertaining to the potential Harrington Historic District stated that:

Recent history has not been gentle to the historic resources of Harrington, Kent County. New construction near the railroad and in the central business district has meant that the most significant non-dwelling resources have vanished. There is, however, an eligible historic district within the residential neighborhood of Harrington west of the railroad tracks. Some commercial and railroad related resources can be included within the district.... (on file, DESHPO Office, Dover).

Harrington is a creation of the construction of the Delaware Railroad in the late 1850s. From the late eighteenth century, there had been a small country store at what was known as Clark's Corner. When the railroad came to the corner on its way south, the Clark family convinced the railroad to build a station on their land. The Clarks then subdivided their land and created a town. It was named for Samuel M. Harrington, a politician and supporter of the Delaware Railroad. By 1880, 800 people lived in the town. Seven years later the town had 1300. Originally, the town residence of local farmers, Harrington soon attracted canneries and processing plants [sic]. All of those plants have closed. The most prominent local business at the present is the J.C. Penny [sic] National Bank. A subsidiary of the J.C. Penny Company it is designed to allow the giant retailer to issue their own credit cards.

Harrington is located in the lower end of the Upper Peninsula Zone. Founded in the late 1850s, during a period of increased industrialization within Delaware, it prospered during the 1880-1930 period of increased urbanization and suburbanization in Delaware. Most of the properties within the proposed historic district date from the later period.

In a letter dated January 1995, the DESHPO determined that the potential Harrington Historic District was eligible for listing in the National Register of Historic Places as a "Mixed Use District," noting that the district was generally bounded on the north by North Street and Simmons Road, on the east by Delaware Avenue, on the south by Reese Avenue, and on the west by West Street. The letter stated:

The potential Harrington Historic District includes the majority of the pre-1945 housing, commercial and railroad related buildings which make up the historic core of the community. This collection possesses physical integrity and is eligible under National Register Criterion A under the themes of transportation, commerce and social history (on file, DESHPO Office, Dover).

For, the potential Clark Street Historic, the DESHPO stated that:

Most of the buildings in the district have changed very little over time. Despite the presence of some minor alterations, the district retains its physical integrity.

The potential Clark Street Historic District encompasses a collection of early 20<sup>th</sup>-century, single-family residential buildings as well as a small number of commercial properties. The district, which exhibits stylistic influences such as Colonial Revival and Bungalow, reflects the early outward movement of largely residential development from downtown Harrington.

Also, in addition to the historic district(s), many other historic properties outside of the district(s) have been previously surveyed in the project area, particularly near the Five Points Intersection, along Clark Street and U.S. Route 13 southbound, and along West/Farmington roads. Some of the previously surveyed properties that are within the project study area have been demolished since the time of the survey. This includes K-4618 on Farmington Road (N. Williams' dwelling and farm buildings); K-2571 – the “Fleming Estate” at 301 Vernon Road, and Potter's Store (K-2242) at the southeast corner of Reese and Commerce streets. Certain CRS forms on file at the DESHPO lacked accompanying photographs, so in these instances, visual comparisons with the previous conditions of the properties could not be made. The overall/general boundaries for the potential Harrington and Clark Street Historic Districts are shown on the SHPO maps. A number of resources outside the potential Harrington Historic District had also been surveyed in 1979-1980 along Farmington Road. However, since those were older surveys, and not all the outbuildings had been photographed, etc. A.D. Marble & Company re-surveyed those properties, as well as any others in the area that had not been previously subjected to survey.

In 2001, Gannett Fleming conducted a study of the Harrington Truck Route for DelDOT (Gannett Fleming 2001). A larger study area was considered for that project, and all of the

previously surveyed historic resources in the project area were depicted on maps as part of that report. No new architectural surveys or evaluations were undertaken as part of that study.